

# NINE KILLED, 70 HURT, IN JERSEY WRECK

TO-DAY'S WEATHER—Showers.

TO-MORROW'S WEATHER—Clearing; Cooler.

THE WALL STREET CLOSING TABLES.

The Evening



The World.

WALL STREET THE FINAL EDITION

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## De Valera and Dublin Rebels, Trapped, Make Last Stand

### SIX RAIL UNIONS OUTLAWED FOR STRIKE BY LABOR BOARD; TRACKMEN'S VOTE AWAITED

Federal Body Calls on Those Remaining at Work to Organize.  
BOTH SIDES STAND PAT.  
Interest Centres on Action Maintenance Men Will Take at Detroit.

CHICAGO, July 3 (Associated Press).—The six railway shop crafts unions which went on strike Saturday were outlawed by the United States Railroad Labor Board to-day.

In a formal resolution the board declared the unions by their action had forfeited all rights before the board as railway employees, and that new organizations of shopmen taking the striking men's jobs should be formed to represent the shop employees in disputes before the board.

The resolution formally declared the striking shop workers no longer were employees of any railroad and therefore without the jurisdiction of the board or subject to the application of the Transportation Act. Although applying directly to the shopmen at this time, the board also said that if the maintenance of way men, signalmen, stationery firemen and others and clerks joined the walkout they would be relegated to the same position as the shopmen.

Letters will be addressed by the board to both the carriers having men on strike and to the shopmen remaining at work, advising them to form new "associations or organizations," which would function in behalf of the employees before the board and which would "be accorded the application and benefit of the outstanding wage and rules decisions" of the board.

The board's pronouncement formally seconded the statement of Chairman Ben W. Hooper Saturday that men remaining on the job should not be called "scabs" or be considered as "strikebreakers." The resolution said such men were "within their rights," and "have the moral as well as the legal right to engage in such service of the American public to avoid interruption of indispensable railway transportation." Such men are entitled, the resolution added, to "the protection of every department and branch of the Government, State and National."

Both the strikers and the roads were standing pat all over the country in an unyielding position to-day. Headquarters of the shopmen here reported a complete walkout so far as their reports were concerned. Most of the roads, in the absence of details, declined to make any statement.

Interest in the strike situation centered mainly in Detroit, where the United Brotherhood of Maintenance of Way employees and railway shop laborers were to decide to-day whether

### FERRY AND TUG MEN REFUSE TO JOIN IN SHOPMEN'S STRIKE

Unions Balk at Attempt to Tie Up All Harbor Traffic Here.

The striking railroad shopmen in the metropolitan district experienced a setback to-day when the workers on tug and ferryboats owned by the railroads refused to join in a sympathetic strike. The plan of the strike leaders was to tie up the power houses and paralyze harbor traffic, both freight and passenger.

Announcement was made yesterday from the strike headquarters in the Continental Hotel that the marine workers would join in the strike. Thomas Healy, secretary and business agent of the Engineers' Beneficial Association, who has conducted all the recent strikes of the marine workers, said when told of the statements of the railroad strike leaders:

The "Engineers' Beneficial Association, Local No. 33, will not under any conditions or circumstances go out on strike to aid the shopmen. Our members have not forgotten their experience in the outlast strike of 1920, when these same shopmen through their brotherhood threatened, when a settlement of our differences with the railroads was in sight, to go out on strike if our men were taken back to work. During that strike they did everything to beat us. We certainly do not propose now to give them any support or help.

"The propaganda that the marine workers would tie up New York railroad ferryboats and inconvenience the public has been used without any authority from this organization and is absolutely without foundation, as was the statement made by one of their leaders that some of our members had already gone out on strike. The New York public may feel assured that they will not be put to any hardships or privations through this organization going on a strike to aid the car-shop unions.

The strike leaders claimed to-day that the slackening up of train service last night, when Long Island trains came into the Pennsylvania terminal from half an hour to three-quarters of an hour late and trains were late on other roads, was due to the reduction of forces in the power houses, especially in the big Long Island City Front Street power house, which furnishes electricity for

### MEMBERS REBEL AT CONSOLIDATED EXCHANGE CHIEFS

Reputable Brokers Seek to Compel Clean-Up of Institution.

SILKWORTH IS ASSAILED

Secret Protest Meeting Friday Result in Formal Session To-Day.

A special meeting of the Consolidated Stock Exchange has been called for 4 o'clock this afternoon to consider drastic reforms in the membership and methods of trading which have become prevalent in that body in the last ten years.

An effort, it is said, will be made to pass a resolution demanding the immediate resignation of all executive officers of the Exchange from President W. S. Silkworth down. This will include the twenty-four members of the Board of Governors and the election of a new set of officers selected for their strict ideals and their backbone.

The special meeting has been called as the result of a "mass meeting" of the membership of the Exchange held informally and secretly Friday afternoon. This meeting was arranged by firms which have made frequent protests against the toleration of alleged irregular practices by other members and against the admission to floor privileges, directly and indirectly, of firms of ill repute. Three members of the present Board of Governors were especially active in getting up the "mass meeting."

The first proposals put before the informal gathering of Friday was that a special meeting be held at which one or more executives and several members of the Board of Governors be asked to resign "for the good of the order." One or two of those indicated were present. Individually each thought the others named would be doing a public service by getting out "but as far as I am concerned I don't see why I should get out."

Reference was made to the employment at \$5,000 a year of a near relative of a prominent official of the exchange by E. M. Fuller & Co., whose scandalous failure last week was the last of a series arousing indignation; the young clerk was said to be without previous financial experience warranting his employment at such a figure.

Reference was also made to the

### COLLINS TRAPS DE VALERA AND REMNANT OF BAND IN LAST DUBLIN STRONGHOLD

Free Staters Pour Machine Gun Fire in Prolonged Final Assault.

LORD MAYOR SEIZED.

Priests From Besieged Area Say They Left Ex-President on Verge of Tears.

LONDON, July 3 (Associated Press).—According to an Evening Standard despatch from Dublin this afternoon, the priests sent away from the Gresham Hotel by the Republicans confirmed the report that Eamon De Valera was with the beleaguered garrison.

The message quotes one of the priests as saying, regarding the Republican leader:

"He is there all right. He almost cried as I shook hands with him."

The message adds that the Lord Mayor, who with the Archbishop of Dublin acted last evening as intermediary between the Nationals and the beleaguered Republicans, has been made prisoner.

DUBLIN, July 3 (Associated Press).—In their Sackville Street strongholds, the remnant of the Republicans in Dublin defying the authority of the Free State Government were making to-day what was believed to be their final stand. The attack upon them, begun last evening by the National Army troops, was resumed after an early morning lull with a terrific machine gun bombardment from armored cars, a big fleet of which was engaged. The cars dashed up to the buildings where the Republicans were entrenched and poured volley after volley from machine guns and Thompson guns into the doors and windows, this process being kept up continuously.

The National Army Headquarters issued the following bulletin at 3 o'clock this afternoon:

"The National forces continue to close in around the irregulars in O'Connell (Sackville) Street and Gardiner's Place. Our troops now occupy all of Parnell Square and the west side of O'Connell Street and Talbot and Earl Streets, and on the other side they have penetrated to Gardiner's Court.

"Our troops have cut off all communications between the irregulars in Barry's Hotel and La Plaza Hotel and those in the Gresham Hotel and the other O'Connell Street premises.

"Our troops recaptured Bridge-man's shop in Parnell Street and the National Bank, at the corner of Parnell Square.

"During the operations last evening our troops captured a large number of prisoners, many of whom, with their arms and ammunition, were trying to get out of the area. Some of them were found to be in possession of hand grenades."

"That the insurgents intended to continue the struggle indefinitely was indicated by the fact that they ordered two priests who were with them in their central stronghold to seek safety outside."

The exact whereabouts of Eamon De Valera was still undisclosed to

### LENGLEN, MALLORY WIN IN MATCHES AT WIMBLEDON

American Defeats Mrs. Parton, While French Star Wins From Miss Colyer.

WIMBLEDON, July 3 (Associated Press).—Both Mrs. Molla Bjurstedt Mallory, American woman tennis champion, and Miss Suzanne Lenglen, the French champion of the world, won their matches in the international grass court tournament here today.

Mrs. Mallory, 6-3, 6-1, and Miss Lenglen, 6-2, 6-0, won their matches.

Young Henri Cochet of France, the hard court tennis champion, went down to defeat this afternoon before J. O. Anderson of Australia. Anderson beat the game Frenchman by the score 6-3, 6-0, 6-4.

Results of other matches were:

Mrs. Edgington, England, defeated Miss Rose, England, 6-1, 6-0, 6-3.

J. H. Gilbert, England, defeated Sir G. Thomas, 6-11, 6-2, 6-6, 6-2, 6-0.

In the women's doubles Mrs. Stocks and Miss Kathleen McKane, England, defeated Miss M. Stott and Miss Lumley, 6-2, 6-0.

In the men's doubles Wertheim of Australia and H. Barclay, an Anglo-Indian, defeated the English pair, F. G. Lowe and A. H. Lowe, 6-4, 6-0, 6-6, and the French pair, Brugnon and A. Dupont defeated the Englishmen, G. Watt and D. Broome, 3-6, 17-15, 6-2, 6-3.

British Davis Cup player, defeated Cecil J. Timbell Green, England, 2-6, 6-2, 9-7, 6-0.

P. M. Dawson, England, defeated A. S. Drew, England, 6-3, 6-4, 6-2.

In the women's doubles Mrs. Beamish and Mrs. Satterthwaite defeated Mrs. Craddock and Mrs. Clayton, 7-5, 6-4.

### SIGNALMAN SENDS TRAIN SPEEDING INTO SWITCH

"WHY DID I DO IT?" SIGNALMAN CRIES, BEGGING TO DIE

Still Hears Shrieks of Injured, Declares Aged Tower Switchman.

HAMMONTON, July 3.—John Dewalt, sixty, the towerman at Winslow Junction, was found in his home by a detail of troops under Lieut. William Sticker, who went to question him.

An attempt was made to take the old man to jail, but his enfeebled condition made it impossible. Troopers, one on each side of him, attempted to help him through the door of his home on the way to jail.

The old man became hysterical and collapsed.

"My God!" he screamed, "I sent the engine through the wrong switch. I sent those people to their death. Oh, why did I do it?" He heard their screams and shrieks and see the mangled bodies of dead men for the rest of my life.

"Let me die—I don't dare live any longer. I want to join those whom I sent to death."

Lieut. Sticker changed his mind about taking Dewalt to jail. He was put to bed and a guard posted around him.

He will be taken to the Camden Jail if he ever recovers.

Lieut. Sticker and his operatives reached the scene of the wreck ten minutes after the crash. Investigation led to the search for the aged towerman.

Dewalt, according to physicians that were called when he broke down, is crazed over the wreck.

"His mind is shattered," said one attendant. "He may get his wish of joining the dead."

Lawrence Dewalt, the towerman's son, declared his father was blameless.

"The probe of the wreck will show that 'Pa' was not responsible," said the son.

Dewalt entered the service of the road in 1898, and has been towerman at Winslow Junction ever since.

Six Cars Travelling at 75 Miles an Hour Leave Reading Track at Winslow Junction—37 of Injured May Die; 12 Missing.

Darkness Hinders Work of Rescue as Holiday Seekers Lie Buried Under Wreckage of Atlantic City Flyer After 30-Foot Drop.

ATLANTIC CITY, N. J., July 3.—An open switch sent nine persons to their death and resulted in the injuring of about seventy others, thirty-seven of whom may die, early to-day, when the Camden-Atlantic City night express on the Philadelphia and Reading Railway left the rails at Winslow Junction and rolled down an embankment.

The dead and injured were from South Jersey points or from Philadelphia and vicinity. Nearly all the injured were removed to this city. Twelve persons are reported unaccounted for.

John F. De Walt, signal tower operator at Winslow Junction for 34 years, is in a state of collapse at his home in Hammonton, N. J., under surveillance of the State Police. The engineer of the express, Walter Westcott, is dead. He was killed instantly in the wreck of his locomotive.

A statement issued by Vice President Charles H. Ewing of the Reading, said that the towerman set the switches for the movement of a train to the Cape May branch of the road, seemingly in the belief that a train of empty coaches which had previously passed, was the express. The signals as displayed apparently were not observed by the engineer of the express, the statement said, and he took the junction at full speed.

A searching investigation of the accident is being made by the company in conjunction with the Interstate Commerce Commission and the New Jersey Board of Utilities.

The accident was caused by the improper setting of a switch. It threw the flyer onto a curve leading into a branch line to Wildwood and Cape May, when the train was travelling at high speed, the engineer, expecting to continue along the straight track.

The train, made up of two Pullman cars and four day coaches, left the track and plowed 60 feet across the ground to the 30-foot cut of the Pennsylvania Railroad Cape May branch.

The engine, two Pullmans and three day coaches went into the cut, which is about 50 feet high. In some unexplainable manner, as the train leaped into the cut, one of the parlor cars was the first to strike ground. The engine crashed upon it and the other parlor car piled up on the engine. The three day coaches lay signals behind them. The last day coach, a smoker, fell upon its side and stopped before reaching the embankment.

The train was going from Philadelphia to Atlantic City. It left Philadelphia at 11:40 P. M. and Camden ten minutes later. The train goes through Winslow Junction at high speed because there it has a long straightaway course to run. Engineer Westcott was driving his train at usual speed, when suddenly it swerved off onto the curve of the Cape May branch.

The switch had been set to turn a train into the Cape May branch. Why it was so set at that time is one of the principal things the investigators of the wreck want to find out.

John De Walt, signalman at Winslow Junction, hammered out a telegraph message to Atlantic City, according to information obtained there: "My God, I have sent No. 33 on the wrong track!" De Walt cut the circuit immediately. The Atlantic City operator cut into the line, but could get no response from De Walt. He is under surveillance at his home.

When the flyer hit the curve, the emergency brakes were jammed on. The cars away over but held to the rails for a moment. Then the engine plunged off the tracks, and was followed by the rest of the train. It ploughed through the soft wet earth over the short distance to the Pennsylvania Railroad cut.

The screams of the injured and frightened passengers could be heard above the roaring of the steam from the wrecked engine. All the cars that went into the cut were twisted and ripped open.

About twenty passengers who had ridden in the rear car were thrown violently to the right when the car ploughed over on its side at the top of the embankment. Three passengers, with a few of the train crew, who fortunately sustained nothing but bruises, crawled painfully out the rear door of the car and through top side windows.

Some went immediately down the embankment to the aid of those pinned in the cars which had gone into the cut. Others ran back 100 yards to the Winslow Junction Station. The station was unoccupied but the door was not locked. Telephone communication was quickly established with Hammonton, three miles

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WAN GORTLANDT VEHICLE CORPORATION  
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1899 Broadway, at 63d Street.  
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Gentlemen—Kindly insert our valuable advertisement in space of 15 lines in your issue of June 21 and 22 and 23, and charge Frank Gortlandt, Agent.

The World readers have found out that it is cheapest in the end to buy a better used car. The results from your paper have been highly satisfactory. We have sold sixty-seven cars this month.

Yours very truly,  
GILAS G. PERGIVAL,  
Advertising Manager.

### RAHWAY POLICE CHIEF IS OUSTED

Dismissed by Newly Elected Mayor on Charges of Disobeying Order.

Chief of Police David H. Ramsey was to-day dismissed from the Rahway, N. J., police force by the recently elected Socialist Mayor, James B. Furber, on charges of disobedience of orders in connection with the American Legion carnival held on May 29 and 30. Mayor Furber said that the Chief of Police deliberately neglected to enforce the Mayor's order to stop the operation of all games of chance and "wheels of fortune" at the carnival.

The Mayor held a hearing last Wednesday, but neither the chief nor his attorney was present. Mayor Furber reserved decision and Ramsey obtained a writ from the Supreme Court. By Somerville ordering the Mayor and the City Clerk to show cause why the chief should not be reinstated and the charges dismissed. The Mayor and City Clerk are to show cause next Monday.

No announcement has been made of a successor of Ramsey, who has been chief for ten years.

### 500 RESCUES MADE BY HERO OF SURF

Peter Flanagan Adds to Record by Saving Bather at Rockaway.

Peter Flanagan, sixty-five years old, of No. 82 Wolcott Street, Brooklyn, veteran clerk in the Brooklyn Surrogate's office, who has saved many lives in the surf during the past fifty years, rescued Emil Marcy, twenty-two years old, of No. 1517 Charlotte Street, the Bronx, yesterday afternoon. The rescue occurred in the sea at the foot of Beach 96th Street, Rockaway Beach.

Flanagan was swimming beyond the breakers, when he heard a cry for help. He saw Marcy frantically waving his arms, about twenty-five feet away. He swam to the place where the man was, but Marcy had gone below the surface when Flanagan reached the spot. Flanagan seized him by the hair and managed to swim back with him to shore 190 yards away, against a heavy surf and a strong undertow.

Clerks in the Surrogate's office said that Flanagan had made at least 500 rescues during the past fifty years, but when Flanagan himself was asked he didn't know how many rescues he had made. "I don't know how many rescues I have made," he said, "but I do know that it was a hard job getting in yesterday."

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THE EVENING WORLD Will Not Be Published To-Morrow JULY 4th

### Dying Man Aids Rescue Work in Winslow Junction Wreck; Survivors Describe Horrors

With Arm Torn Off, One Victim Directs Frantic Search of Debris Until Dragged Away to Die Shortly Afterwards

ATLANTIC CITY, July 3.—An unidentified man whose initials, "J. T. L." were found on a finger ring, was the outstanding hero of the Winslow Junction tragedy. He was caught between two seats with three dead bodies on top of him. One of his arms was off, but he managed to extricate himself from the wreckage and directed the work of the rescuers for fifteen minutes before he was dragged away by physicians. He died a short time later.

Honeymoon Couple Injured. Mr. and Mrs. Lewis Kolker, who were married in Philadelphia yesterday and were en route to Atlantic City to spend their honeymoon, are both in the Atlantic City Hospital. The husband is not expected to live.

Mad Scramble in Darkness. Irene Fanywerter of Atlantic City, a passenger in the fourth coach, said: "Everything was going along smoothly when suddenly there came a peculiar dizziness careening at the front of the train and the next thing I knew we were scrambling and fighting in the darkness at the bottom of the embankment."

"I fainted then and it was not until I was lifted clear by somebody that I realized what had happened. I was sickening and I turned my head away. In a short time, crowds of men were running about and automobile headlights lighted up the scene so the rescuers could work. I was carried away then."

Doctor Describes Chaos. Dr. Lipschutz, one of the first physicians on the scene, who arrived

(Continued on Second Page.)